

best of all aircraft-producing worlds. We can only hope that they will be proved right.

Despite the proverb that two heads are better than one, we must confess that a single production adviser of proved competence inspires us with more confidence than does a panel of seven; and of course there are lots of proverbs and sayings about cooks and councils of war which we might quote in support of our view.

The possibility must be admitted that our aircraft industry, after having existed for so many years on a starvation diet, has something to learn about mass production methods, and that this panel may be able to supply hints on the subject. But, while mass production is a subdivision of the subject of aircraft production, it is equally true to say that aircraft production is a subdivision of the subject of mass production. The members of the panel probably know much about the subject of mass production, but they still have to learn a lot about the intricacies of aircraft production, and so the guides and teachers must themselves also be learners. And, as we pointed out in a recent issue, it is only to a limited extent that aircraft are suitable for mass-production methods. Designs advance too quickly.

The Cart and the Horse

THAT certain sections of the House of Commons are more concerned about the welfare of the principle of trade unionism within the sphere of civil aviation than about the welfare of civil aviation itself emerged very clearly during the consideration in Committee of the Air Navigation (Financial Provisions) Bill on Tuesday of last week. From 4.20 p.m. until after midnight the debate centred mainly around the question of the dismissal of Imperial Airways pilots and their right to collective bargaining.

Flight has every sympathy with the pilots, and holds the view that the company has in the past not always done all it might have to ascertain the views of its pilots on matters of mutual interest. And allegations were made during the debate which Imperial Airways cannot afford to ignore. But we still think that the relations between Imperial Airways and its pilots is very largely a "family affair," and that the best interests of British civil aviation were not served by devoting so much of the time of the House to a discussion of this particular subject, which is after all but a relatively small aspect of the much greater questions involved.

When the B.A.L.P.A. was formed we expressed regret that a duplication of bodies should have been necessary. At the same time we pointed out that if the G.A.P.A.N. had looked after the financial and other interests of its members as it ought to have done, there would have been no need for the B.A.L.P.A., so that the older body could not altogether escape its share of the blame. The pilots will now decide for themselves, by secret ballot, whether they wish to be represented by the association or by a captain's committee, and there we may leave the subject for the present.

The one promising feature of an otherwise sordid and largely repetitive discussion was the frame of mind in which the new Air Minister, Sir Kingsley Wood, approached the question of subsidies to air lines out of the extra £1½ millions which it is intended to devote to civil aviation.

Reconciliation Problem

IN spite of the very limited time which the debate of the pilots left for the discussion of other aspects, the House did have an opportunity of debating the wisdom or otherwise of limiting the subsidy for external air services to Imperial Airways and British Airways. The Air Minister was faced with a difficult position. The Cadman Committee is generally held to have recommended subsidy to British Airways only on the European routes, although as Col. Ropner pointed out there seems to be some inconsistency between recommendations 9 and 10 of the Cadman Report. The Air Minister is faced with the problem of how to reconcile the general interpretation of the Cadman recommendations and his obvious desire to be fair to everyone who has legitimate claims.

The service to Norway of Allied Airways is, as *Flight* has previously pointed out, rather a special case in that it has the approval of not only the British but the Norwegian Government and works on a fifty-fifty basis with the Norwegian company Det Norske Luftfartselskap. It is, therefore, subject to subsidised competition by the Norwegian company. Apart from that, there is, as we have previously pointed out, considerable advantage to residents of the northern parts of the country, in being able to travel direct to Norway instead of having to come down to London first.

We are, therefore, very glad that Sir Kingsley Wood, with whose difficulties everyone must sympathise, left the door open for a further consideration of the matter by saying that he would submit the case of Allied Airways to his colleagues, and that the Government might be prepared to treat Allied Airways as a special case.

Pirate Programmes

THOUGH the Royal Air Force Display has ceased to operate, the hawkers—with a small "h"—who used to importune the public outside the aerodrome gates have not.

On Empire Air Day they made the approaches to several Service stations their hunting-grounds, and a reader sends a perfect gem of a "souvenir programme" which he purchased outside Northolt aerodrome. Headed "R.A.F. Empire Air Display Pageant," its cheaply printed contents are almost entirely a recitation of events and machines which were not appearing in the Northolt show. Quite obviously, it was composed of extracts, haphazardly thrown together, from last year's *Hendon programme*. Even then there were such picturesque extracts as "The 'Blenheim' takes 8.8 minutes to climb to 15,000ft.—again with full load. So that works out at a climb of 13,600ft. per min." On the back of the four-page card is the statement: "Mystery machines—the latest products of British Aircraft manufacture—will be on show on the Aerodromes," and beneath is a drawing of a military biplane that would have looked out of date in 1914.

Of course, anybody who buys programmes from hawkers deserves all he gets. But it does seem hard on eager school-boys who may hopefully spend their pocket money on these absurd broadsheets. It is surprising that the printers have the boldness to comply with the law by appending their names and addresses to them.

Forthcoming Events

May 28-June 13. Belgrade Aero Show, Yugoslavia.
June 11. Bristol and Wessex Aeroplane Club: Garden Party.
June 18. Lancashire Aero Club: Garden Party.
June 18 and 19. Brooklands Four-club "At Home."
June 22-28. F.A.I. Conference, Berlin.
June 25. Official opening of Wolverhampton Airport.
June 25. Air Display, Gatwick Airport.
June 25. Official opening of Ringway Airport, Manchester.
June 25-July 1. Magyar Pilots Picnic, Budapest.
June 30. Aero Golfing Society: Jubilee Cup, Prince's, Sandwich.
July 2. R.Ae.C.: King's Cup Race.
July 9. Ipswich Aero Club: Flying Meeting.
July 9-17. National Gliding Contests, Dunstable.
July 15. Isle of Wight Flying Club: Rally and Gymkhana, Lea Airport.
July 16-18. Deauville Rally.

July 16. Official opening of Luton Municipal Aerodrome by Secretary of State for Air.
July 17-24. Third Littorio Rally, Italy.
July 23. County Flying Club: Flying Meeting at Rearsby, Leicester.
July 29-August 1. Courtrai Rally, Belgium.
July 30. Official opening of Exeter Airport.
July 30. Folkestone Aero Trophy Race, Lympne.
August 20. Eastbourne Flying Club: Garden Party and Opening of New Club-house.
August 27-28. Southend Flying Club: Flying Meeting.
September 3. Cinque Ports Wakefield Cup Race, Lympne.
September 10. Cardiff Aeroplane Club: London-Cardiff Race.
September 11-18. Swedish Civil Aviation Week, Stockholm.
September 21. Aero Golfing Society: Cellon Trophy, Richmond Golf Club.
November 18-December 4. Paris Aero Show.